WHAT IS CLAIMED IS:

1. Water-cooled multi-cylinder internal-combustion engine having a crankcase and cooling ducts which surround the cylinders and which are acted upon by coolant by way of a coolant pump in a small cooling circuit, a thermostat being provided for switching over to a large cooling circuit provided with a radiator, which thermostat is inserted in a thermostat housing, the thermostat housing having a top part provided with coolant connections and a bottom part preferably integrated in the crankcase,

wherein an insertion part is inserted in the bottom part of the thermostat housing, which insertion part has at least one opening which is controlled by a thermostatic valve for controlling the small and the large cooling circuits.

2. Water-cooled multi-cylinder internal-combustion engine according to Claim 1, wherein the insertion part has an opening provided with a connection piece, the connection piece engaging in an intake connection piece which leads to a suction side of the coolant pump.

3. Water-cooled multi-cylinder internal-combustion engine according to Claim 1, wherein a first coolant return flow chamber is constructed between the insertion part and the bottom part of the thermostat housing.

4. Water-cooled mutli-cylinder internal-combustion engine according to Claim 2,

wherein a first coolant return flow chamber is constructed between the insertion part and the bottom part of the thermostat housing.

5. Water-cooled multi-cylinder internal-combustion engine according to Claim 3, wherein the insertion part is trough-shaped and is closed off toward the top by the top part of the thermostat housing, and

wherein a second return flow chamber is formed which is connected with the first return flow chamber by way of an opening controlled by the thermostatic valve.

6. Water-cooled multi-cylinder internal-combustion engine according to Claim 4, wherein the insertion part is trough-shaped and is closed off toward the top by the top part of the thermostat housing, and

wherein a second return flow chamber is formed which is connected with the first return flow chamber by way of an opening controlled by the thermostatic valve.

7. Water-cooled multi-cylinder internal-combustion engine according to Claim 5, wherein the top part of the thermostat housing is provided with a radiator forward flow connection piece and with a radiator return flow connection piece,

wherein the forward flow connection piece is connected with the first return flow chamber, wherein an opening of the radiator return flow connection piece is connected with the second return flow chamber, and

wherein the opening of the return flow connection piece is controlled by a second valve disk of the thermostat.

8. Water-cooled multi-cylinder internal-combustion engine according to Claim 6, wherein the top part of the thermostat housing is provided with a radiator forward flow connection piece and with a radiator return flow connection piece,

wherein the forward flow connection piece is connected with the first return flow chamber,

wherein an opening of the radiator return flow connection piece is connected with the second return flow chamber, and

wherein the opening of the return flow connection piece is controlled by a second valve disk of the thermostat.

9. Water-cooled multi-cylinder internal-combustion engine according to Claim 1, wherein the bottom part of the thermostat housing is cast in the crankcase top half together with a pump housing.

10. Water-cooled multi-cylinder internal-combustion engine according to Claim 2, wherein the bottom part of the thermostat housing is cast in the crankcase top half together with a pump housing.

11. Water-cooled multi-cylinder internal-combustion engine according to Claim 3, wherein the bottom part of the thermostat housing is cast in the crankcase top half together with a pump housing.

12. Water-cooled multi-cylinder internal-combustion engine according to Claim 5, wherein the bottom part of the thermostat housing is cast in the crankcase top half together with a pump housing.

13. Water-cooled multi-cylinder internal-combustion engine according to Claim 7, wherein the bottom part of the thermostat housing is cast in the crankcase top half together with a pump housing.

14. Water-cooled multi-cylinder internal-combustion engine according to Claim 9, wherein a crankcase top half accommodates two cylinder banks which are arranged in a V-shape with respect to one another and between which the bottom part of the thermostat housing is cast in on one face.

15. Water-cooled multi-cylinder internal-combustion engine according to Claim 10, wherein a crankcase top half accommodates two cylinder banks which are arranged in a V-shape with respect to one another and between which the bottom part of the thermostat housing is cast in on one face.

16. Water-cooled multi-cylinder internal-combustion engine according to Claim 11, wherein a crankcase top half accommodates two cylinder banks which are arranged in a V-shape with respect to one another and between which the bottom part of the thermostat housing is cast in on one face.

17. Water-cooled multi-cylinder internal-combustion engine according to Claim 12, wherein a crankcase top half accommodates two cylinder banks which are arranged in a V-shape with respect to one another and between which the bottom part of the thermostat housing is cast in on one face.

18. Water-cooled multi-cylinder internal-combustion engine according to Claim 13, wherein a crankcase top half accommodates two cylinder banks which are arranged in a V-shape with respect to one another and between which the bottom part of the thermostat housing is cast in on one face.

19. An insert part for a cooling system of a water-cooled multi-cylinder internal-combustion engine having a crankcase and cooling ducts which surround the cylinders and which are acted upon by coolant by way of a coolant pump in a small cooling circuit, a thermostat being provided for switching over to a large cooling circuit provided with a radiator, which thermostat is inserted in a thermostat housing, the thermostat housing having a top part provided with

coolant connections and a bottom part preferably integrated in the crankcase, said insertion part being insertable in the bottom part of the thermostat and comprising at least one opening which is controlled in use by a thermostatic valve for controlling the small and the large cooling circuits.

20. An insertion part according to Claim 19, wherein the insertion part has an opening provided with a connection piece, the connection piece engaging in an intake connection piece which leads to a suction side of the coolant pump.

21. An insertion part according to Claim 19, wherein a first coolant return flow chamber is constructed between the insertion part and the bottom part of the thermostat housing.

22. An insertion part according to Claim 21, wherein the insertion part is trough-shaped and is closed off toward the top by the top part of the thermostat housing, and

wherein a second return flow chamber is formed which is connected with the first return flow chamber by way of an opening controlled by the thermostatic valve.

23. An insertion part according to Claim 19, wherein said insertion part is an aluminum die cast part.